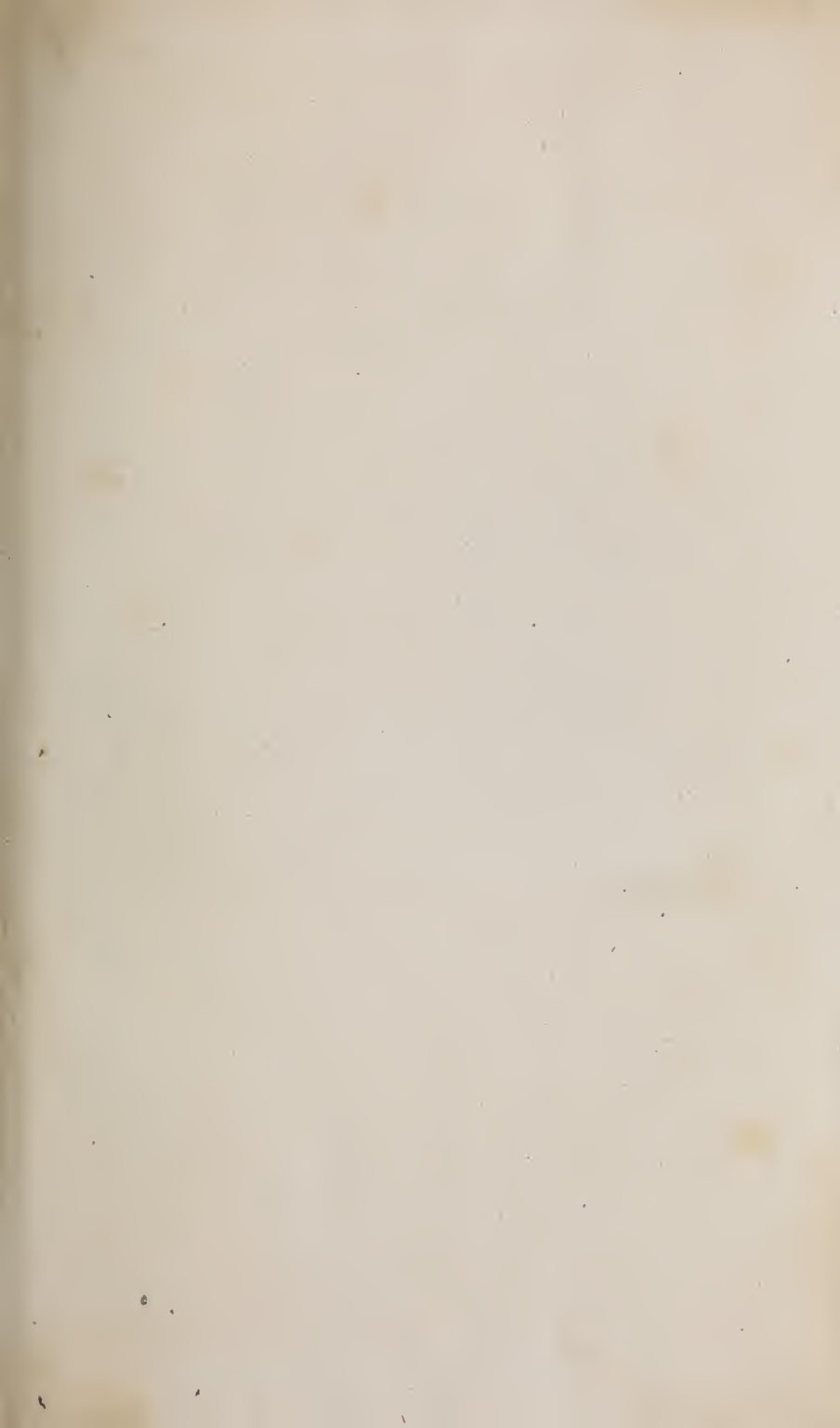


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THE AFRICAN REPOSITORY.

VOL. XXXI.]

WASHINGTON, MAY, 1855.

[No. 5.]

To our One Thousand Agents, and to others.

IN our last number we published a circular which we had issued to ONE THOUSAND of our friends, making a plain statement of our financial embarrassments and asking them for their assistance. We have already received responses from some of them, of a very comforting character. Thus far, we are not disappointed with the success which has attended our appeal. Some of our friends have written us that they deeply sympathised with us; that they thought we had acted very wisely in sending out such a statement of our wants; and while they were very anxious to help us, they were surrounded by circumstances which rendered it impossible for them to do it at the present time. They promise not to lose sight of our wants, and hope that ere the summer passes, they will be able to help us. Some of our friends have contributed liberally and cheerfully, while others have called on a few of their friends and received their contributions, and forwarded them to us. One of them remarks, "There

are in our community many who are warmly attached to the Society and only need to have its wants brought to their attention and they are ready to contribute." Another says—"It has given me great pleasure to perform this little agency for the cause I so much love, and I shall be happy to do a similar service at any future time." These are comforting assurances. We tender our warmest thanks to the generous hearts that dictated them.

When we made known our wants and so earnestly appealed for aid, we knew that the times were unpropitious; that all the various benevolent causes were, like ourselves, in want and calling for help; that many of the sources of charity were dried up, and that the prospect of "better times coming" was not at all promising. We took all these things into consideration. We determined not to press our claims beyond the bounds of reason, nor to make too large demands upon our friends. We were willing to submit the case

to them, await their action upon it, and feel assured that they had acted wisely and conscientiously. We were anxious to make our arrangements and lay our plans so as to give them time. We knew that many clergymen, when they received our letter, would be so engaged, that they could not lay the case before their people for some weeks: that some private individuals would have such calls upon their time and thoughts, that they could not make a special business of going round to ask their friends for aid, but they would not fail to do it, as they occasionally met them. Many of our one thousand reside in far distant parts of the country. We are therefore, with all these considerations in view, not surprised or disappointed that the responses have not been more numerous. We believe they will yet come. Some of them will be larger; some smaller. But they will all come with a right hearty good-will! As one of our friends says, "I am proud to send you ten dollars. It seems like a very small sum. But a thousand times ten will give you ten thousand, and that will relieve you mightily!" While some cannot aid us at all, others will send us several times ten. Thus we hope, in the general summing up, that the aggregate will rise above, rather than fall below ten thousand!

We have been stimulated and

encouraged to make this earnest appeal to our friends, by the consideration that the cause we advocate is not *ours* alone but *theirs* also and equally! This great enterprise in all the grandeur of its conception and splendor of its execution, belongs to the country—belongs to the patriot, the philanthropist and the christian! They all have a real, substantial interest in it. They hold its capital stock. Its failure would be to them a deep affliction! Its widened influence and brightened promise would afford them positive happiness. We are but their agents, called upon to act for them, to execute their high behests. It is therefore our duty to make them acquainted with all the circumstances of the case. We have therefore not only sent our letter to the *one thousand*, we have published it in the *Repository* and also in many of the newspapers in different parts of the country. In this way we hope to awaken all the friends of the cause to some new energy and zeal in its advancement. So that, whatever shall be the final results, we shall feel the sweet consciousness of having done a great public duty.

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Since writing the foregoing, we have received the following letter from a friend, in a neighboring city, to which we desire to call the attention of some of our readers. The proposition is a noble one, and we

earnestly hope that ninety-nine others will come forward with their twenty-five dollars each.

GEORGETOWN, D. C.

April 16, 1855.

Dear Sir:—With the inclosed check for \$30 please make my little son ——— a life member of your Society; and I hope that he may feel an interest *for life* in the noble cause of African colonization. As you are making efforts to increase your means of usefulness, and have

called upon one thousand of your friends for \$10 each, I propose to have a little extra scheme, by offering to be one of one hundred to give \$25 each by the 1st of July next.

Respectfully,

Your obedient servant,

REV. WM. McLAIN,

Treasurer Am. Col. Society.

P. S. I do not wish any mention of my name in connection with the above, but hold myself bound for the \$25 at any time.

[From the Home and Foreign Journal.]

Letter from Rev. T. J. Bowen.

THE hearts of all will be encouraged to learn that the truth is making its way to the hearts of the people of Ijaye, as appears by the following letter, written October 17, 1854. Bro. Bowen remarks:

As usual, I have nothing of special interest to communicate. We are still destitute of sugar and coffee, cowries, and other supplies except flour; but Bro. Kingdon wrote me by last mail that everything may be expected this month. I like Mr. Symm personally, yet I am glad, and thank God that we are likely to have a new agent. We trust hereafter to receive the Journal, minutes of the convention, letters, &c.

I have once or twice described the buildings already erected. They are designed for native assistants, if we ever get them. For the missionaries we desire to erect a better house, and we aim to begin so soon as we receive cowries. We think to have two rooms fourteen by sixteen feet, and one for a sitting room, sixteen by twenty. At the ends will be two convenient sized rooms, which would do very well for beds if we had several missionaries. The walls of our houses are of clay, without

sticks, the roofs of grass, and the floors of dirt. But we have lately got two sawyers, and hope to have plank floors in the next house. We also have a carpenter and an apprentice to the trade. When our mission gets its growth we hope to have a turner, a cooper, and a good blacksmith. Such men, I think, could earn their wages, and, I trust, they would be the means of improving the natives in civilization.

In due time I hope we shall have a good school. Ijaye is probably the best place for our head-quarters. We must have Yoruba books. Those now in use are confessedly very imperfect. If my health had not failed, I should probably have finished, by this time, a vocabulary nearly twice as large as Mr. Crowthers', and a grammar of the same language.— But I have lost several months, and cannot yet endure close application. To-day I entered O in the vocabulary, having, thus far, near 4,500 words.

In appearance, at least, the gospel is making its way in the minds of the people. Some are evidently no longer devotees of idolatry. But polygamy is a serious obstacle. I

could fill several pages with interesting incidents and conversations. Perhaps I ought to write more fully, but my health, till very lately, has been bad, and is not yet restored. Besides this, my time is precious, and I shrink from the task of writing. No doubt some of the other brethren will do better. I will perform my share of the labor, but they must be the reporters.

We are constantly told that Areh, the chief, is opposed to the gospel, and I fear it is only too true! A few days ago an interesting youth told us that he believed the gospel and would gladly lay aside his orasha badge, but if he did Areh would behead him. When, instinctively lowering his voice, he said that many others were precisely in his situation. I believe he told the truth, for he was almost in tears. Two or three of our hearers say that they no longer have orishas and charms, and I see that they do not wear them.—One of Areh's sons, a youth 17 or 18, declares that he has laid aside his idols. He is learning to read, and I think he would be counted a smart boy in any country. Within three weeks I have twice had the satisfaction to meet with Mahomedans who appeared to see the superiority of Christianity. One was from Ilorin, and he said to some of the natives, as they told me, that he wanted me to come there and preach. Among heathens opposition is less general and less violent than formerly. In spite of Areh, some express their opinions in favor of the gospel very boldly, even in the streets, when I preach. Bro. Clark is here, and in good health.

Yours, truly,

T. J. BOWEN.

LETTER FROM MRS. BOWEN.

We extract the following from a

letter written by Mrs. Bowen to her sister, and published in the Christian Index :

We are now receiving full compensation for all our troubles and trials, since we have been in this country. The light of the gospel seems to be breaking upon the darkened minds of these benighted people. They come of their own accord and ask to hear more about the Word of God, to which they will listen attentively, and will often exclaim, "May God help us to believe." Many of them have told us that they have lost confidence in their orishas; have thrown away their idols, and do not work on the Sabbath as they once did.

Our school is encouraging. The children do not attend regularly as we would wish them, though their progress has been quite as rapid as could be expected. Some are prompted to come through curiosity, and when gratified go away; and others stay away through timidity. I was very much amused last Sunday at the zeal exhibited by a little girl in my class. She wanted some of her companions, who were standing in the door, to come in and learn; but they refused. She would say—"Wix ile; na byrir!" (Come in, don't fear!) and at last went out after them. She came back with a disappointed look, and sat down; but kept watching the door all the time and repeating the letters she had learned. Finally she saw one of them; she jumped up and ran out to bring her in, but failing in her persuasions, did not return any more.

Next Sunday Mr. Bowen will administer baptism to one man who has for a long time professed faith in Christ, and has recently expressed an earnest desire to follow Him in whom he believes, by being baptized.

This will be a novel sight to the sons and daughters of Africa, and may it result in good to many of their souls.

I wished you had proposed a few questions respecting what most interests you in this land; then I should know better how to please you in my description. This country is very different from what it has

sometimes been represented to be. The scenery is nowhere uninteresting, and everything presents something pleasing to the eye. It is diversified by mountains, hills and vales—all embellished by mighty trees, or elegant shrubs, clad in thick and luxuriant foliage of perpetual green.

The Ship Euphrasia.

After an unusually long interval, we have intelligence respecting the ship *Euphrasia*, which sailed from Baltimore and Norfolk, early in November last, with a company of emigrants for Liberia. From a letter received by Dr. Hall, of Baltimore, from Commodore Mayo, we learn that the *Euphrasia* reached St. Jago, one of the Cape de Verd Islands, near the coast of Africa, the latter part of December, in charge of the mate; the captain having become paralyzed a few days after the vessel sailed from Norfolk. It appears that a serious difference had arisen between the mate and the crew, which resulted in the discharge of the latter at Porto Praya, with the concurrence of the United States consul at that place. We are not informed on what day the *Euphrasia* sailed from Porto Praya,

with a new crew, for Monrovia: from the certificate of the consul respecting the discharge of the crew, which was dated the 10th of January, we infer that she sailed soon after that date, and probably reached Monrovia before the end of January. We hope soon to hear that the *Euphrasia* arrived in safety, after her very protracted voyage.

Since the foregoing was put in type, we have received intelligence from Liberia to the 16th February, by the arrival, the 19th April, at New York, of the bark *Estelle*, in which vessel the Rev. J. B. PINNEY returned from his visit to Liberia. We learn that the *Euphrasia* reached Monrovia the 25th January, and that six of the emigrants had died on the passage, viz: Elias Johnson, aged 21, Eve Washington, 14, Wanzo Burns, 13, Simon Bostick, 75, Richard Bostick, 25, and Henry A. Chatman, 2. Two others, Fanny Brown, aged 45, and Betsy Johnson, 68, died between the 25th January and the 16th February. The last two "were landed in a very low state of health," as our agent informs us. Some of the rest of the emigrants had been attacked with the acclimating fever, as is usual after the first few weeks.

[From the Home and Foreign Journal.]

Liberia Mission--Cape Palmas.

LETTER FROM REV. B. J. DRAYTON.

Our readers will rejoice with us in the tidings which come to us from the Western coast of Africa.

Brother Drayton, under the date of September 29, thus writes:

This has been a month of much rejoicing among us here. After a protracted drought in our churches, the Lord was pleased to revive us, thus giving us the honor and delight

of routing the enemy from his holds. The revival was general, and one of those, we trust, that comes down from heaven. Sinners were moved by the Spirit through preaching and earnest prayer, and many hopefully converted to God. There was never such a time more favorable to our cause than this. This appears to be the set time the Lord has ordained to raise up his drooping people, and to give himself a great name among his enemies. I feel that the Lord is preparing his church for great usefulness among the heathen in these parts. I long since have looked forward to this glorious result. The Lord has answered our prayers, and has suffered truth to prevail in spite of all opposition.

On September 24th, according to previous arrangement, the members of the church convened at the chapel to witness that impressive scene, the ordinance of baptism. The house was crowded to overflowing at the time appointed, by all ages and classes, and each one seemed sensible of the importance of the

ordinance they had come to behold. The candidates were seated in the house before the congregation assembled. I attempted some remarks, which I believe from the tears I saw flow from the eyes of many, made an impression on many hearts, which I hope will result in great good.

At 11 o'clock we were comfortably congregated at the edge of the beautiful lake, which stands directly in the rear of my house. The quiet stream appeared more beautiful than ever. My heart was full to overflowing with the love of God. I found myself snatching the rolling tears from my cheeks; I was not the only one: in a word, the congregation was *melted* down. After I had gone through the usual preliminaries, we descended into the water of the quiet lake, having in company with us 23 candidates, 12 males and 11 females, all in the bloom of youth, except one, who had suffered fifty years to pass over her before she acknowledged the Savior.

[From the London Anti-Slavery Reporter.]

Annexation of Sierra Leone to Liberia.

We have received an extremely interesting letter, relating to Liberia, which we have been requested to publish. We think the friends of the African race cannot but view with satisfaction the progress of a colony which, by setting a noble example of self-government, is calculated to exercise a highly beneficial influence on the destinies of the people of that vast continent. Taking the Republic of Liberia as it stands, and viewing it as a potent auxiliary in the cause of African civilization, it presents a most interesting spectacle to the world, vindicating most triumphantly the negro race from the charge of incapacity and unfit-

ness for liberty, thereby recording an unanswerable protest against the system of slavery. Whatever views we may entertain of the *Colonization Society*, under the fostering care of whose friends Liberia has risen into importance; and dissenting, as we do, from many of the doctrines which some of the supporters of that society have publicly advocated, we cannot shut our eyes to the fact, that Liberia hereby has already accomplished much for African freedom, and proved a potent instrumentality in the suppression of the slave trade wherever she could make her nascent powers and local influence felt. She has concluded trea-

ties with a goodly number of the native chiefs of the interior, by which they have bound themselves, not only to discontinue dealing in slaves, but to refer to arbitration those inter-tribal differences so frequent a source of war, and furnishing the principal sources from which the slave trade was fed. Let the civilizing influences of commerce but have a fair field, and the slave trade, as well as domestic slavery, will disappear from the coast. In another point of view Liberia is also of great importance. The soil is capable of yielding cotton and sugar in abundance, as well as other tropical products. Her citizens are making vigorous efforts to extend their cultivation, thus striking a blow at the very heart of the slave holding system, and working in this direction for the cause of negro emancipation. It will be observed that our correspondent touches on these and on other not less interesting points. He says:

"Any quantity of *free-labor* coffee can be grown in Liberia, provided suitable capital and labor be bestowed upon it. But palm oil is the great staple of Liberia now. This article is exceedingly high in price, and the consumption in Great Britain and the United States is increasing with the greatest rapidity.—Ground nuts for the manufacture of oil is an exceedingly important article of export for the French, and the English are getting more into the use of it. The French employ it as a salad oil, also for burning and for lubricating machinery. Cam wood, (a dye-wood) ivory, arrow-root, and some gold dust, are the principal other articles of export from Liberia. But sugar can be made in any quantity, and the best cotton growing indigenously—both these valuable products can be sup-

plied in unlimited quantities by the due application of capital and labor.

"The principal defect of Liberia is the absence of a good port or harbor. Along the whole coast, for 700 miles, this great comfort and convenience is not found. If the British nation would kindly give Sierra Leone to the Republic of Liberia, it would be of extraordinary value to the recipient, and would not be of any loss to the liberal donor. Sierra Leone has an admirable harbor and bay; but its climate is deadly for whites, and fifty or sixty British white subjects die there annually; whilst, if the colony were given up to the black Liberians, they would organize a self-government there among the black inhabitants, who in a few years would become a self-dependent, intelligent, and energetic people, and promote the commerce of Britain with the interior in a most successful manner.—As long as Sierra Leone is governed by whites, the poor blacks have no chance in competition with them, and they remain an indolent, unenterprising, listless, and unimproving people. Give them self-government, as they would have by association with the Liberians, and you would soon find as industrious, as spirited, as intelligent, and as progressive a people as their neighbors of Liberia. There is nothing like self-government and self-dependence, to promote the moral and material improvement of a people. The blacks of Sierra Leone will prove that they are as competent to govern themselves as the Liberians have done, if you will give them an opportunity. But as long as they are kept under, or overshadowed by the whites, they will no more flourish in Sierra Leone than have done the free people of color in the United States.—Whites and blacks must be separa-

ted—must be kept asunder. The superior race will dominate the inferior race, and never will live harmoniously and happily together.—Let them be separated! Let Sierra Leone be married to Liberia, and there will be a happy union and a highly progressive and flourishing people. The blacks, themselves, who are the great mass of the population, are in favor of union with Liberia, but the few whites are opposed to it, as it would diminish their consequence and interfere with their exclusive privileges. Sierra Leone is intended for the blacks, not for the whites—the interests of the former, not those of the latter, ought to be regarded. The British

government would profit by giving up Sierra Leone, as an annual large expenditure for maintenance would be saved. Although there is territorial jurisdiction, the British government have none but leasehold property there—they have no *freehold* property in the whole colony. An arrangement might be made, if desirable, for the maintenance of a naval depot, a military depot, and hospital, &c., under the English flag, as one of the conditions of cession to the Republic of Liberia. I hope, Mr. Editor, you will bring this important matter before your numerous and influential readers.”

G. R.

[From the Colonization Herald.]

Exploration of the Interior of Africa.

It is deeply interesting to witness the steady movement of Christian Missionary Enterprise, and the quiet perseverance of the British and French Governments in making progress to remove the gloom that covers the vast regions of Africa.—A brief notice of several of the most recent of these efforts may not prove uninteresting.

Intelligence from St. Paul de Loando, a Portuguese possession on the west coast of Africa, mentions the arrival at that place of Rev. D. Livingston, (a son-in-law of the celebrated South African Missionary, the Rev. Robert Moffat, and himself a missionary of one of the London Societies,) after a journey from the Cape Colony of some twenty seven months. His route was due north until he reached the latitude of Loanda, when he directed his course westward for that place. He describes the interior as very pleasant, and with a good climate, the land being high; but soon after turning to the west, the elevation diminished so much so that in a few days he de-

scended two thousand feet. His health was good until he commenced nearing the coast, after which he was unwell a great part of the time. “For many days he was in a forest so dense that the light of day could hardly be discerned, and he was obliged to set the guard to work cutting down the trees so that he could see the stars to take an observation. He started with many cattle, but lost all by flies.” In the interior where white men are entirely unknown, he was received by the chiefs with respect, and offered much hospitality; but on getting among the natives towards the coast, he was very differently treated, and he found them disposed to plunder him of everything he possessed.—Dr. Livingston’s explorations, from latitude 18 to latitude 14, with his astronomical observations, were laid before the Royal Geographical Society at a recent meeting.

Dr. Vogel, in the Central regions of Africa, had accompanied the Chief of Bornou, on his great annual slave hunt, to the south-east of

Kuka. As far south as latitude $9^{\circ} 30'$ north was reached. In about 10° north latitude and $14^{\circ} 35'$ east longitude he came to "an immense lake stretching to the south as far as the eye could reach, and which he calls Lake of Tubori." The lands traversed on this journey were found to be a great level plain and the country a rich fertile one, well cultivated, and well supplied with horses, camels, oxen, and the more useful animals.

The exploring steamer *Pleiad*, which left England 20th May last, with a party of about thirteen whites and eighty blacks, under Dr. Baikié, R. N., arrived at Fernando Po on the 7th of November, having been partly successful. The river Chad was ascended and examined for two hundred and fifty miles beyond what was previously known, and the good will and friendship of the natives universally secured. Very little sickness was experienced, and what has never occurred before, not a single life was lost.

Nor are the French people and government less anxious than those of Great Britain to gain information of the interior of Africa, for at the last Annual Session of the Geographical Society of Paris, an account was given of a voyage on the White Nile, by M. Bruu Rollet, to as low down as three degrees north latitude, which is considerably further than any traveller has yet gone. It was further announced that the French government is prepared to support and reward travellers who may be willing to explore the parts of Africa between Senegal and Timbuctoo; from Lake Tchad to the mouth of the Tchadda by way of Yola and Yacoba; from Lake Tchad to Belenia, in four degrees north latitude, and from Mombas to the coast of Belenia, by Mount Kenia.

An expedition in the steamer *Serpent*, by captain Bouet, on the Grand Bassam River, has produced results calculated to interest. It being the dry season, the want of water prevented its full exploration, but in the rainy season there are six feet of water, and the river may be ascended as far as the cataracts of Abouesson, 50 leagues distant. At that place the traveller is within 60 leagues of Sego, and the course of the Niger is still continued—the Grand Bassam being thought to be a confluent of the Niger.

Captain Bouet discovered two large lakes of water "where palm oil is so abundant that the ship had not vessels enough to hold it," and the villages on the river are described as overflowing with produce of all sorts.

The navigation of the Senegal river has been commenced by the French, who have colonies in that region. Two screw steamers have ascended the stream, one last year and one this. The last was the *Aquitaine*, of 700 tons, which ascended the river as far as Babel, with 600 tons of goods and 100 tons of coal, and returned with a cargo of gum, wax, skins and other articles.

The United States of North America are rapidly rising to the supreme rank of influential nations; and of her mighty mission let the exploration of a country which is rapidly growing into commercial importance be a part. Great Britain, actuated by that far-sighted and prudent policy which had contributed so largely to extend her empire and her wealth, is encouraging those who are thus making rich contributions to science, and of ultimate advantage to her commerce. France is pursuing a like course.

The United States may gather a

potent incentive to emulation in contributing such treasures as every new Exploring Expedition returns to science; and of cultivating intimate relations of intercourse and traffic with the same people, especially those inhabiting that portion of the interior of Africa contiguous to Liberia. Our relations with that Republic are very interesting, and no doubt a thorough knowledge of the country, would assist materially the present efforts made in the United States to colonize that region, and make Africa a desirable home for the colored race.

[From the Athenæum.]

EXPEDITION TO CENTRAL AFRICA.

It affords no small gratification to announce that, after five years' unceasing and determined efforts, the grand attempt for discovering and laying open Inner Africa, known as the "Expedition to Central Africa," has been crowned with a fresh success—more important than all previous ones—by the return of the exploring steamer *Pleiad*, after a most successful voyage up the River Chadda.

It is not a slight tribute of justice to that noble-minded and distinguished traveller, Dr. BARTH—who, we fear, is now no more—to premise that the Chadda Expedition has fully confirmed the importance of his discoveries in 1851, which led to the dispatch of the *Pleiad*; and it is interesting at the present juncture to quote the identical words, in which he announced at the time his discovery in the official dispatch addressed to the British Government: "The most important day, however, in all my African journeys, was the 18th of June, (1851,) when we reached the River Benueh, at a point called Taëpe, where it is joined by the River Faro. Since

leaving Europe, I had not seen so large and imposing a river. The Benueh, or 'Mother of Waters,' which is by far the larger one of the two, is half a mile broad and 9½ feet deep in the channel where we crossed it." &c., &c.

This discovery was considered by all competent persons as one of great importance; and the Geographical Society of Paris gave Dr. BARTH their large medal on account of that discovery. Being struck by the immense advantages that might accrue by following up this discovery, I first suggested the idea of the dispatch of a steamboat to ascend the Chadda-Benueh [see *Athen.* No. 1,309,] as it was my humble opinion that this river would "eventually form the natural and most important line from the west for spreading commerce and civilization into the very heart of Inner Africa, and extinguishing the slave-trade by extending European influence to the sources of the slave supply." This suggestion was adopted; and the Chadda Expedition determined upon and sanctioned by Her Majesty's Government.

The *Pleiad* left England in the latter end of May last under the most favorable auspices (see *Athen.* Nos. 1,387, 1,388, 1389,) and reached Fernando Po on the 23th of June. Here she was to receive an augmentation to her force in the person of Mr. Consul BECROFT as Commander; but owing to the lamented death of this experienced African traveler, Dr. W. B. BAIRIE, R. N., was appointed as the temporary leader of the Expedition, and subsequently assumed the entire charge, when, in the beginning of the voyage, the sailing-master, in consequence of incapacity and apathy, was displaced.

The *Pleiad* steamed up the Niger Delta in the beginning of July,—

ascended the Chadda 250 miles above ALLEN and OLDFIELD'S furthest point,—and reached to within about 50 miles of the confluence of the Benueh and Faro, the furthest ever reached by a European vessel on an African river. Thus, it has been proved that the Chadda and Benueh are one and the same river, and that this river is navigable up to Yola, the capital of Adamaua, visited by Dr. BARTH. The longitude of the positions assigned by the latter to that region is upwards of one degree too far to the east, which corresponds with the difference found by Dr. VOGEL in the countries round Lake Tsad.

The river was in high flood and plenty of water, and the good will and friendship of the natives were universally secured. On the 7th of November last the *Pleiad* had returned to Fernando Po.

But the most important point, and which marks a new era in African geographical discoveries, is, that very little sickness was experienced and—what has never occurred before—that not a single life was lost, white or black,—thus proving the possibility of leading a party of Europeans into the interior by these rivers and bringing them back again in safety. The party was a mixed one, some of the whites had never been in a tropical climate, the majority had never been in Africa—Dr. BAIKIE himself included. Altogether the party numbered sixty-six, including Kroomen and native interpreters, and they were 118 days in the river,—twice as long as the great Expedition of 1842, which ended in so fearful a loss of life. It must be interesting to learn that the safety of the members of the Chad-da Expedition is attributed,

First—To having entered the river at the proper season, viz: on the rising water.

Second—To having induced all the Europeans to take quinine daily.

Third—To carrying the green wood, used for fuel, in the iron canoes, and not stowing it in the bunkers.

Fourth—To passing all the water used for cooking and drinking through the boiler of the Expedition,—scraping decks instead of washing them,—using Sir. WM. BURNETT'S solution of zinc freely, —and pumping out the bilge-water daily.

And last,—though not least,—To keeping up the spirits of the men by music, &c., &c.

“Here, then, at last, the problem is solved, and Central Africa can be explored in *safety* by Europeans, through her natural channels, at a cost of a few thousand pounds per annum.” Thus writes Mr. MACGREGOR LAIRD,—a gentleman who has so large a share in the success of this Expedition and in all previous efforts to navigate those African rivers, for it will be remembered that he personally took part in the first Expedition that ascended the Kowara, (in 1832,) and has ever since continued earnestly to promote that object.

To Dr. WILLIAM BALFOUR BAIKIE, R. N., too much credit cannot be given, as to his energy and talents—displayed under trying circumstances—the success of the Expedition is greatly to be attributed.

It is much to be regretted that the Expedition has not met with Dr. BARTH or Dr. VOGEL, nor brought any news of them beyond what is already known. Dr. BAIKIE heard of them, and showed the natives their likenesses, contained in the work published by me last year, when they recognized Dr. VOGEL. Probably, by not taking the direct route to Yola, but a circuitous one, in order to traverse unexplored re-

gions, and to add to the amount of his researches, the latter traveller was delayed, and thus prevented meeting the Chadda Expedition.— May God grant his safe return!—for the great devotion and zeal in their mission, which caused them cheerfully to sacrifice everything, life itself, for the accomplishment of their objects, have been the sole cause of the death of his unfortunate predecessors. But, however deplorable

a loss their untimely end has been to their own country and to England, it must be gratifying to both to reflect that the reputation and credit gained by HORNEMANN, BURKHARDT, SCHOMBURGK, LEICHARDT, and other German gentlemen who have had the honor of being employed in the English service, have been amply sustained by the three German travelers in Central Africa. AUGUSTUS PETERMANN.

[From the Philadelphia North American]

The Colored People and Liberia.

THE fact of two fine vessels sailing for Liberia so late in the season with emigrants, shows that, during the present year, the emigration has been sustained as well as last season. From the indications we observe in various parts of the country, we do not doubt that it would be much greater if the requisite facilities were offered; but the emigrants are poor, and mostly depend upon the liberality of the friends of the colonization cause to fit out expeditions by means of which they can get to the land of promise. The present unprecedentedly favorable disposition of the public towards the enterprise, opens a fine opportunity for the friends and promoters of the cause to add largely to the emigration by procuring subscriptions to fit out emigrant ships; and we doubt not that the active spirits are alive to the importance of the occasion, and are eagerly presenting the matter to all benevolent persons within their reach. The free black is placed in such an anomalous position in this country, both North and South, that it is a mercy to him and benefit to the community to offer him aid in his endeavors to find a more congenial home among his own race in Liberia, where his highest aspirations may be gratified. If the free blacks,

who form so large a portion of the useless population in all our American cities, were shipped off to the home of their ancestors, where two free, christian and civilized republics, of their own race and kindred, have been successfully founded and maintained, it would be a great relief. We do not mean by this to say that all the free colored people of the country can be considered worthless, for we know that in every community there may be found many industrious, educated, and intelligent ones, well to do in the world, and some even wealthy. There are such in Philadelphia, and in southern communities they are not absent. But as a class, the free blacks are subject to burthens and disabilities here which inevitably tend to deprive them of usefulness, and prevent their demonstrating properly what good they are capable of. As a colored washerwoman, of Southern birth, but resident in Philadelphia, informed us not long ago, they do not know what to do with their children. They are prevented from learning trades because the white laborers will not tolerate their company. Thus the boys must either grow up in idleness and crime, or catch up any occupation, at miserably low wages, which may be offered.

The southern slave escaping from his master, or sent hither after manumission, is in precisely this condition on his arrival. He finds no occupation to which he can turn his hand, and the few menial employments conceded to his race, are over crowded with them, while even these are continually trenced upon by foreign emigrants. It is no wonder that in such a condition of things, the emancipator is glad to flee from a liberty which is but the privilege of starving, and to go back even to chains and servitude, because they offer as a compensation a good living. Is it any wonder, then, that we should have in these great northern cities, which are the metropolitan centres of the country, a constantly increasing throng of lazzaroni, in which free blacks are the largest constituent element?

To us the colonization of Liberia is not merely as an enterprise of a theoretic nature for improving the condition of a class of human beings in whom we have but little interest. It is one in which our own interests are very deeply concerned, because its ultimate tendency is to relieve us of a class whose presence in our midst, without the means of subsistence, and in an ignorant and degraded condition, cannot be regarded as aught else than dangerous. We can devise no legislation sufficiently powerful to remedy the evil. In fact, there is but one remedy, and that lies in the exodus of the free black to a better land for his race; a country where no limit is set to his industry or his talent, and where, instead of being doomed

to a few menial employments, he may range the whole circle of human art, industry and ambition, and accomplish all that is possible for the master race here in the land which is to him at once so dear as his birth-place, and so fatal as his persecutor. We are aware of the deep-seated prejudices of most of the free blacks against Liberia, but this, we think, is yielding to the force of circumstances. It is impossible to blame them for being loth to leave this peculiarly favored clime, where, even in servitude at the South, or subjected to degradation and contumely at the North, they have been so happy, for it betrays that love of home which is in the highest degree honorable, no matter by whom manifested. But let us strive to overcome this by depicting to him the blessings within his reach if he will but emigrate to Liberia. We have often regretted that the friends of colonization have not made such representations to our own free black population, and employed agents for the purpose of dissipating the prejudices entertained by them against a land which is their only hope. If transported thither, those who are but one remove from the pauper here, would there become industrious and thrifty, for they would have some incentive to action in the prosperity of others of their race whom they would there see wealthy and respected. We commend this matter to the attention of the many excellent and public spirited gentlemen who manage the affairs of the Pennsylvania Colonization Society.

[Correspondence of the Journal of Commerce.]

Letter from Rev. J. B. Pinney.

BARK ESTELLE,

In harbor of Monrovia,
LIBERIA, Dec. 18th, 1854.

After a protracted voyage, the

Estelle cast anchor here on Saturday night, the 16th, having made land off Sherbro Island on the 14th. We find that three vessels from the Uni-

ted States, which arrived before us this fall, and have passed down the coast, consumed rather more time than we have. The *P. Soule*, calling off Sierra Leone, but not entering, was 56 days to Monrovia. The *Louisa*, from Salem direct, 54 days, and the *Calvert*, from Philadelphia, 52.

We had expected a rapid voyage, from the model of the *Estelle*, but bear our disappointment better, now that we find the same causes have been operating against others.

We find in harbor the *U. S. Ship Dale*, Capt. Whittle, only a few hours before us from Cape de Verds, and that her run from the Islands, usually from 5 to 8 days, has consumed 16 days. Her officers and crew are in fine health. After watering, she is expected to proceed down the coast as far as Loando, and will leave this week. They complain of the ennui of this station, and I regretted for their sakes that I had not obtained one of your daily exchange mails on leaving New York.

There are four other vessels in harbor, besides the *Dale* and *Estelle*. These are all European—three Dutch and one British. As the steamer for England may arrive here to-day, being over due, I must close this without much reference to the condition of the Republic. We had an opportunity of landing at the Cape on Sabbath morning, and I attended service at the Presbyterian Church, and found an intelligent and well-dressed audience.

President Roberts returned from England by steamer, and only landed on Saturday, a few hours before we dropped anchor. The Legislature is in session, and prominent citizens of the Republic are gathered from all the counties.

I hope to acquire some valuable information before our return to

New York, but must, for the present, close my letter by adding a few memoranda of our voyage, simply remarking that the bark has proved an easy, dry, and fine sea boat, both in storm and calm, and no finer crew could have been selected.—With scarce an exception, every one tried to render the voyage pleasant. Thursday, October, 26th, hove anchor from lower bay, New York, and went out, close hauled to a S. E. wind. After tacking all day, did not lose sight of the light on Neversink until Friday morning, 27th.—No more favorable wind was obtained until Wednesday, November 1st, when, with a N. W. wind, we began to make progress. This favorable wind lasted two days, followed by two days of calms, and squalls from all points of the compass. Thus we passed ten days, scarcely making a good offing, but thoroughly initiating our passengers into the discomfort of "a home on the mountain wave," and the fickleness of weather in the Gulf stream.

Sabbath, November 5th, after religious service on deck, a severe gale from E. N. E. set in about 1 P. M., and by 3 o'clock all sails were furled and the bark hove to under mizzen staysail. On Monday, the royals were sent down, and a kedge anchor and spar thrown out as a drag. Our satisfaction may well be imagined, when on Tuesday morning we found the vessel scudding under reefed sails over the yet surging waves, which to our noviciates in sea-life seemed indeed like mountains.—From Tuesday, until Friday the 10th, we had favorable winds from the N. W.

Wednesday the 8th, about 4 P. M., lat. 37 20 lon. 54 56, a wreck was descried on our larboard bow, and created the most intense interest, as her deck seemed to have two or three persons on it. Orders were

immediately given to bear down to her,—to have the boat unlashed and oars ready. As the wreck rose upon some huge wave, we were sure that men were there, anxiously waiting for relief; but on nearing her, we found broken masts and spars and windlass had been taken for men—and the wreck deserted.—Had her crew perished in the terrific storm of the previous Monday? Had they been taken off? Had they taken to their boat, and if alive, were they tossed upon the still raging sea? We sighed to think of their probably hard fate, and around her image clustered melancholy thoughts for many days. The *Estelle* wore round the wreck, very near to it, enabling us to read her name, “*Ellis of Warren*,” and satisfying us that no living being was on board. Her foremast was gone by the deck—main-mast broken off 10 feet above deck, bultwarks mostly gone, house badly stove, the jib-boom still remaining, and the mizzen gaff-boom lashed from stump of main-mast across the rail, seemingly to enable the crew to enter their boat without staving it.

No boat—no signs of life appeared; and deeming it unnecessary to delay or risk life by boarding the wreck in a heavy sea, orders were given to bear away, and we stood on the deck, looking at her as the sea washed over her, and then her boom and broken mast were thrown up in relief against the dark sky, with a sympathy akin to that felt for her hapless crew.

Saturday, November 11th, the wind headed us from N. E. by E., and increased until by 6 A. M., on Sabbath, the *Estelle* was again hove to under a close reefed topsail, and encountered a second storm, which did not abate until Tuesday, and was nearly as severe as the one a week previous.

Thursday, November 16th, the wind, which, as the storm abated, had still been ahead, but gradually hauling N. E. to E. and then to S. E., came round to S. W., and continued to favor us until Saturday.—By this time being in lat. 36, lon. 34 30, Captain Miller deemed his Easting enough to strike for the trades, about lat. 30 and lon. 30, and having a light wind again from N. E., bore away S. E. On Sabbath this wind increased to a fresh breeze, and for ten days we made rapid progress through the trades, passing the Cape de Verds Monday, November 27th, on our 32d day from New York. From November 29th to December 16th, the *Estelle* lay almost helpless, being constantly becalmed. Our whole distance from Monrovia, when left by the trade winds, was only 540 miles. An easy run of two days with a good wind consumed 17 days, and I think if the friends of Colonization could have shared our impatience under the burning sun, they would have entered with more spirit and liberality into an enterprise for steam between America and Liberia.

The only vessel spoken by us during the voyage was an English ship off Sierra Leone, which had been becalmed nearly *three weeks*, and so far comforted us as evidencing that we were not alone in our trials.

So far of the vessel and her voyage. I think in view of the time lost in gales and calms and head winds, the vessel and her captain deserve credit for so early an arrival. Nor was the long passage without compensating benefits. Religious worship was maintained regularly morning and evening, and long before our arrival, it became manifest from the increasing prayerfulness of some of Christ's servants, and the seriousness of previously unconverted souls, that God was ready to

make a Bethel of our ship. A number resolved to seek the Pearl of great price, and three at least expressed a full hope that God had renewed their hearts, and others entertained a trembling hope. If, by divine grace, they attain to eternal life, we may well feel that our time was not lost.

Wisconsin.

THE Board of Directors of the State Colonization Society, met recently at *Madison*, the capitol—the President, Chancellor Lathrop, in the chair—and in view of the influence of Liberia in aiding in the suppression of the slave trade, the committee expressed the opinion that the United States should engage in colonizing Africa, by transporting in regular steam-packets, free of cost, such of the free colored population as may desire to escape from the oppressive disabilities of caste, in this country, to the enjoyment of personal independence and elevated social position in the ancient and proper home of their race.

The following resolutions were unanimously adopted:

Resolved, That the peculiar relations of the people of the United States to the African race, and the presence among us of large numbers

of free people of color, prepared for self-government, and the practical workings of republican forms, as experiment has already proven, imposes upon this country the duty and the policy of adopting, through Congress and the State Legislatures, effective measures for planting and fostering colonial settlements at proper points throughout the African coast.

Resolved, That as a part of said system of measures, it is, in the judgment of this Board, expedient that public aid be extended to the American Colonization Society, to enable said society to establish a line of steam vessels, to ply regularly between our ports and points on the African coast for the gratuitous transportation of colonists, and for the establishment of direct commercial intercourse between the country and the West African States.

Indiana.

GOVERNOR WRIGHT in his recent message to the Legislature of Indiana thus speaks of the relations of that State with Liberia, and of the cause of Colonization.

The correspondence on the subject of acquiring territory in Liberia, for the colonization of our colored population, will be found in the reports of the colonization agent. From this correspondence, it appears that the contemplated quantity of land cannot be acquired in a body. The object in view may, however,

be accomplished by such a modification of the law as shall authorize the selections of lands, in smaller quantities, for families and individuals who may emigrate from Indiana to Liberia. The expediency of making such a modification of the law, is worthy of your consideration.

Since the passage of the law authorizing a State organization for the purpose of aiding the cause of African colonization, forty-eight persons have been sent from Indiana to Liberia. A majority of these

emigrants were good mechanics, industrious and intelligent men, and well qualified to exert a good influence in that infant republic.

Time has demonstrated that the scheme of African colonization is practicable, and no enterprise of the age holds out greater promises of good to the colored race. Within the last twenty years, through the influence of the Liberian government, the principles of christian civilization and civil liberty have accomplished more, among the twenty-five millions of that portion of Africa, than had been achieved by the efforts of philanthropists in the course of many preceding centuries. The

colored man, in his native land, has established a republic, built towns and cities, founded churches and schools, and adopted a policy calculated to encourage agriculture, mechanics, manufactures, and other industrial pursuits. We must look to this land for the elevation of the African, for the separation of the white and colored races, and for the removal or mitigation of a great source of evil. I recommend that you continue the annual appropriation for the cause of colonization, and that your voice be heard in the national councils asking for the recognition of the Independence of the Republic of Liberia.

How to Ship Slaves.

An African factor of fair repute is ever careful to select his human cargo with consummate prudence, so as not only to supply his employers with athletic laborers, but to avoid any taint of disease that may affect the slaves in their transit to Cuba or the American main. Two days before embarkation, the head of every male and female is neatly shaved; and, if the cargo belongs to several owners, each man's *brand* is impressed upon the body of his respective negro. This operation is performed with pieces of silver wire, or small irons fashioned into the merchant's initials, heated just hot enough to blister without burning the skin. When the entire cargo is the venture of but one proprietor, the branding is always dispensed with.

On the appointed day, the *barracoon*, or slave-pen, is made joyous by the abundant "feed" which signals the negro's last hours in his native country. The feast over, they are taken alongside the vessel in canoes; and as they touch the deck, they are entirely stripped, so that

women as well as men go out of Africa as they came into it—*naked*. This precaution, it will be understood, is indispensable; for perfect nudity, during the whole voyage, is the only means of securing cleanliness and health. In this state they are immediately ordered below, the men to the hold and the women to the cabin, while the boys and girls are, day and night, kept on deck, where their sole protection from the elements is a sail in fair weather, and a *tarpaulin* in foul.

At meal time they are distributed in messes of ten. Thirty years ago, when the Spanish slave trade was lawful, the captains were somewhat more ceremoniously religious than at present, and it was then a universal habit to make the gangs say grace before meat, and give thanks afterward. In our days, however, they dispense with this ritual, and content themselves with a "*Viva la Habana*," or "*hurrah for Havana*," accompanied by a clapping of hands.

This over; a bucket of salt water is served to each mess by way of "finger glasses" for the ablution of

hands, after which a *kidd*, either of rice farina, yams or beans, according to the tribal habit of the negroes, is placed before the squad. In order to prevent greediness or inequality in the appropriation of nourishment, the process is performed by signals from a monitor, whose motions indicate when the darkies shall dip and when they shall swallow.

It is the duty of a guard to report immediately whenever a slave refuses to eat, in order that his abstinence may be traced to stubbornness or disease. Negroes have sometimes been found in slavers who attempted voluntary starvation; so that, when the watch reports the patient to be "shamming," his appetite is stimulated by the medical antidote of a "cat." If the slave, however, is truly ill, he is forthwith ticketed for the sick list by a board or button around his neck, and despatched to an infirmary in the fore-castle.

These meals occur twice daily, at ten in the morning and four in the afternoon, and are terminated by another ablution. Thrice in each twenty-four hours they are served with half a pint of water. Pipes and tobacco are circulated economically among both sexes; but, as each negro cannot be allowed the luxury of a separate bowl, boys are sent around with an adequate supply, allowing a few whiffs to each individual. On regular days, probably three times a week, their mouths are carefully rinsed with vinegar, while, nearly every morning a dram is given as an antidote to scurvy.

Although it is found necessary to keep the sexes apart they are allowed to converse freely during day while on deck. Corporal punishment is *never* inflicted save by order of an officer, and even then, not until the culprit understands exactly why it is done. Once a week the ship's barber scrapes their chins

without assistance from soap; and, on the same day, their nails are closely pared, to insure security from harm in those nightly battles that occur, when the slave contests with his neighbor every inch of plank to which he is glued. During afternoons of serene weather, men, women girls and boys are allowed to unite in African melodies, which they always enhance by an extemporaneous *tom-tom* on the bottom of a tub or tin kettle.

These hints will apprise the reader that the greatest care, compatible with safety, is taken of a negro's health and cleanliness on the voyage. In every well conducted slaver the captain, officers and crew are alert and vigilant to preserve the cargo. It is their personal interest, as well as the interest of humanity, to do so. The boatswain is incessant in his patrol of purification, and disinfecting substances are plentifully distributed. The upper deck is washed and scrubbed daily; the slave deck is scraped and holy-watered; and at nine o'clock each morning, the captain inspects every part of his craft: so that no vessel, except a man-of-war, can compare with a slaver in systematic order, purity and neatness. I am not aware that the ship-fever, which sometimes decimates the emigrants from Europe, has ever prevailed in these African traders.

At sundown, the process of stowing the slaves for the night is begun. The second mate and boatswain descend into the hold, whip in hand, and range the slaves in their regular places: those on the right side of the vessel facing forward, and lying in each other's lap, while those on the left are similarly stowed with their faces toward the stern. In this way each negro lies on his right side, which is considered preferable for the action of the heart. In allotting

places, particular attention is paid to the size, the taller being selected for the greatest breadth of the vessel, while the shorter and younger are lodged near the bows. When the cargo is large, and the lower deck crammed, the supernumeraries are disposed of on deck, which is securely covered with boards to shield them from moisture. The strict discipline of nightly-stowage is, of course, of the greatest importance in slavers, else every negro would accommodate himself as if he were a passenger.

In order to insure perfect silence and regularity during night, a slave is chosen as constable from every ten, and furnished with a "cat" to enforce commands during his appointed watch. In remuneration for his services, which it may be believed are admirably performed whenever the whip is required, he is adorned with an old shirt or tarry trousers. Now and then billets of wood are distributed among the sleepers, but this luxury is never granted until the good temper of the negroes is ascertained; for slaves have often been tempted to mutiny by the power of arming themselves with these pillows from the forest.

It is very probable that many of my readers will consider it barbarous to make slaves lie down naked upon a board, but let me inform them that native Africans are not familiar with the use of feather beds, nor do any but the free and rich in their mother country indulge in the luxury even of a mat or raw hide. Among the Mandingo chiefs—the most industrious and civilized of Africans—the beds, divans and sofas are heaps of mud, covered with untanned skins for cushions, while logs of wood serve for bolsters! I am of opinion, therefore, that emigrant slaves experienced very slight inconvenience in lying down on the deck.

But *ventilation* is carefully attended to. The hatches and bulkheads of every slaver is grated, and apertures are cut about the deck for ample circulation of air. Windsails, too, are constantly pouring a steady draft into the hold, except during a chase, when, of course, every comfort is temporarily sacrificed for safety. During calms or in light or baffling winds when the suffocating air of the tropic makes ventilation impossible, the gratings are always removed, and portions of the slaves allowed to repose at night on deck, while the crew is roused to watch the sleeper.

Handcuffs are rarely used on ship-board. It is the common custom to secure slaves in the *barraccons*, and while shipping, by chaining *ten* in a gang; but as these platoons would be extremely inconvenient at sea, the manacles are immediately taken off and replaced by leg-irons, which fasten them in pairs by the feet. Shackles are never used but for *full grown men*, while *women and boys* are set at liberty as soon as they embark. It frequently happens that when the behaviour of *mild slaves* warrants their freedom, they are released from all fastenings long before they arrive. Irons are altogether dispensed with on many *Brazilian* slavers, as negroes from Anjuda, Benin and Angola are mild, and unaddicted to revolt like those who dwell east of the Cape or north of the Gold Coast.

Indeed, a knowing trader will never use chains but when compelled, for the longer a slave is ironed the more he deteriorates; and, as his sole object is to land a healthy cargo, pecuniary interest, as well as natural feeling, urges the sparing of metal. — *Captain Cannot, or Twenty years of an African Slaver.*

The African Squadron—Ashburton Treaty.

ADDRESS OF COMMANDER A. H. FOOTE.

At the ANNUAL MEETING of the Board of Directors of the AMERICAN COLONIZATION SOCIETY, held in Washington City on the 12th of January, 1855, the following preamble and resolutions were adopted viz:

WHEREAS, The African Squadron has protected the legal commerce of the United States on the coast of that Continent—has had an essential agency towards removing the guilt of the slave trade from the world, and has afforded countenance to the Republic of Liberia:—Therefore

Resolved, That to abide of the Webster Ashburton Treaty, ought to be abrogated; nor the African Squadron be withdrawn or reduced, unless it be in the number of guns specified in the Treaty. But on the contrary, that said squadron, ought to be rendered more efficient, by the employment of several small steamers, as being better adapted for the suppression of the slave traffic and the protection of our legal commerce, than the more sailing vessels now composing the squadron.

On motion of the Hon. Dudley S. Gregory, of New Jersey, seconded by President Maclean of Princeton College, it was

Resolved, That the address of Commander Foote, U. S. N., on the subject of the African Squadron under the Ashburton Treaty, be published in the African Repository, Colonization Journal, and other papers.

MR. PRESIDENT:—Agreeably to the request of the Board of Directors, I will now express my views in reference to the recent action of the U. S. Senate on the subject of the African Squadron and the African Slave trade.

I have before me a copy of the Instructions for the Senior officer of H. B. Majesty's cruisers, on the west coast of Africa, in relation to the treaty of Washington, "By the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c.," which says:

"The Commanding officers of her majesty's ships on the African Station, will bear in mind that it is no part of their duty to capture, or visit, or in any way to interfere with vessels of the United States, whether these vessels shall have slaves on board or not."

These Instructions show that, as the African slave trade has been pronounced by the United States piracy *only in a municipal sense*—not piracy by the law of nations, *bona fide* American vessels, irrespective of their character, are considered by the British Government as well as our own, to be in no sense amenable to foreign cruisers. But how is American nationality to be ascertained; for the slaver, even if not American, can easily hoist the American Flag; and therefore, unless the vessel is boarded, our colors may be made to cover the most atrocious acts of piracy. The 8th article of the Washington Treaty, which the committee of the Senate on Foreign affairs, in their late report propose

to abrogate, provides for the co-operation by joint cruising, of British and American men-of-war. When this stipulation is carried out, the American cruiser boards all vessels under American colors, which prevents the escape of the slaver even under any nationality, for if she is not American the British cruiser captures her. If on the other hand the Treaty be abrogated, no co-operation by joint cruising between the two squadrons will take place, and British cruisers then will board vessels under the American flag, to the detriment of our legal commerce, on suspicion of their having assumed false nationality. This practice cannot be conceded as a right. It conflicts with our doctrine of the inviolability of American vessels; and in case the vessel should prove to be by her register or sea-letter American, as her colors indicate, the foreign boarding officer may be regarded in the light of a trespasser; although, if the vessel be, as suspected, a foreigner, she becomes a prize to the British cruiser, for the United States gives no immunity to its Flag when fraudulently used by a vessel of another nation.

The American Flag has become deeply involved in the slave traffic. Of this as you are aware, from the reports of our officers on the African and Brazil stations and from our diplomatic agents in Rio de Janeiro, there is abundant evidence in the Navy and State Departments. To correct this abuse, and with the design more effectually to suppress the slave trade, Senator Clayton, at the last session, introduced a bill denying consular *sea-letters* to American vessels when sold abroad, *provided* such vessels were found to the coast of Africa. This wise and beneficent measure was adopted, the bill passing the Senate unanimously. It is greatly to be deplored that the same bill was not immediately taken up and passed by the House of Representatives.

It may be well here to remark in reference to *sea-letters*, that on the sale of an American vessel in a foreign port to an American citizen, the *register* of the vessel, which is her proof of nationality, cannot be transferred with the vessel itself; but a *sea-letter*, which is merely a transcript of the register and bill of sale with the consular seal appended, is given by the Consul as a substitute for said *register* for the purpose of nationalizing the vessel.

The greatest abuse of our flag has arisen from the facility with which these consular *sea-letters* have been obtained. More

than two-thirds of the slavers on the African coast claiming American nationality, as may be found in documentary evidence, have been provided with this *sea-letter*. Or in other words, American vessels when sold abroad, have had their nationality perpetuated by this consular *sea-letter* for the express purpose of being employed in the African slave trade. And surely, when the evil arising from the issuing of this document becomes as well understood in the House, as it has been in the Senate, it may be supposed, that the bill, denying said *sea-letters* to African bound vessels, will also be passed unanimously by that body.

On the other hand, to those at all familiar with the cunning devices of the slaver, it will be manifest that in order to extirpate the slave trade, even with the powerful aid of the Clayton bill suppressing *sea-letters*, the *letter* and the *spirit* of the Washington Treaty must be carried out, and the African Squadron rendered more efficient by substituting two or three small *steamers* for the large sailing vessels. No regulation or law about *sea-letters*, on the sale and transfer of vessels, could repair the mischief that must inevitably follow the abrogation of that Treaty. For many an American merchant who has not scrupled to sell his vessel in Brazil or in the Spanish West Indies, knowing it to be designed for the slave trade, would not hesitate to evade the Clayton bill, were the Treaty abrogated, by sending his vessel fully equipped for the traffic, direct from the United States with her *register*, (as in the recent case of the slavers *Gray Eagle* and *Julia Moulton* from New York) where she would engage in slaving under a *charter party*. Such instances are even now occurring, while the *sea-letter* is proof of nationality; and these will be greatly multiplied when by the withdrawal of *sea-letters*, a vessel must have a *register* as a protection against the interference of foreign cruisers. In proof of this view permit me to cite a case in point, which occurred while I was in command of the U. S. *Bag Perry* on the west coast of Africa:

A British cruiser under the Treaty now proposed to be abrogated, proceeded to Loanda and informed the American officers that the Brig "*Chatsworth*," a suspected slaver, was lying at Ambriz, but she being an American vessel, the British officers could do no more than to report the circumstances to the American cruiser. The "*Perry*" immediately sailed for Ambriz, where I, in person, boarded and searched the stranger. An American *register*, but no *sea-letter*, was found among her papers.

The "*Chatsworth*" was seized, and afterwards condemned in Baltimore by the U. S. District Court of Maryland. The owner was tried but acquitted—the vessel having been under a *charter party* in charge of an Italian supercargo.

Now this case shows:—1st. That American vessels, owned in the United States, and sailing with *bona fide registers*, are engaged in the African slave trade; hence the necessity for an American squadron being continued in full force on that coast, even should the Clayton bill, denying *sea-letters* to vessels when sold abroad, become a law.

2d. It also shows the importance of the Treaty, providing for the co-operation by joint cruising, of American and British men-of-war;—for if the said Treaty had not been in force, the British officers would not have gone in search of an American cruiser to report the "*Chatsworth*", and that vessel would have escaped with a cargo of slaves to Brazil.

I have also before me a copy of the report of the committee (of the Senate) on Foreign Relations, proposing to abrogate the 8th article of the treaty of Washington, providing for maintaining a naval force on the coast of Africa, for the suppression of the slave trade.

I respectfully remark on the several points presented in this Report:

1st, "The enormous expense in money, with a lamentable loss of life and destruction of the health of the officers and men employed in that noxious climate." The committee estimate the cost of the African Squadron from \$800,000 to \$1,600,000, annually.—Whereas, the report of the Secretary of the Navy in the year 1842, estimates the cost at \$241,182. This, be it remembered, is the first report made after the Treaty with Great Britain. The document reads:

"It is to be remembered that the obligation assumed by the government to keep a Squadron on the Coast of Africa, does not create any absolute necessity for an increase to that amount of our naval force. Vessels already in the Navy will be selected for that service. Of course, the annual cost of repairing said vessels is but a part of the usual and necessary expenditure for the naval service. It is not proposed to increase the Navy, with the particular view of supplying this squadron; nor would it be proposed to reduce the Navy if this squadron were not necessary and proper. It is merely a part of the customary and useful employment of our vessels of war.

* * * * *

"Certainly the squadron now contemplated is as small as this service would require under any circumstances. The treaty stipulations, therefore, do not in effect, impose any new obligations, nor exact any expenditure which would not otherwise have been necessary and proper. The pledge given to England is but the pledge given to all nations in the treaty of Ghent, and in the general course of policy with reference to the slave trade. We keep our own faith to the civilized world, upon this interesting point, by simply preserving our own consistency, and rendering due protection to the interests of our own people."

This squadron now consists of one frigate and two sloops-of-war of the third class; the *wear and tear* of the former amounts to \$20,000—and the latter (each) \$10,000=40,000. The pay of officers and men, provisions and contingencies, do not exceed \$210,000,—making the entire cost \$250,000—instead of \$800,000—\$1,000,000—as estimated by the committee.

With regard to the "lamentable loss of life and destruction of the health of the officers and men employed in that noxious climate," the records of the Medical Bureau at Washington, will show, that the "loss of life" in the African squadron, has not exceeded that in other squadrons abroad. In my own vessel—the "*Perry*," we were cruising for two years, much of the time exposed in boats—frequently absent from the vessel days and nights; boarded seventy vessels, and captured two or three slavers, yet *not a single death* occurred among the officers and crew. The only sanitary measures adopted, were, not to be on shore during the night and issuing *no grog rations* during the cruise.

2d "France at one time had an equal force with Great Britain on the Coast of Africa, say twenty-six vessels; but finding the engagements too onerous, she applied to the British Government for a modification of the treaty, which was conceded, and she now has only twelve vessels employed." The reason why France has reduced her African force from twenty-six to twelve cruisers, may be found in the fact that her squadron, *now* like our own, is *restrictive* to her own vessels and citizens alone. France could not, therefore, even with a larger force than England, accomplish the same result in captures as the British Squadron, as she is not in treaty with other Powers, as England is. Her squadron of *steamers* and sailing vessels has vindicated the French Flag by restricting its use in the slave traffic. And when it is remembered, that the legal

commerce of France is 100 per cent. less than that of the United States, and that the slave trade under the French Flag has been more than 100 per cent. less than that under the American, it will readily be seen, that the twelve French cruisers are ample for the purpose of protecting French commerce and preventing the use of the French Flag in the slave trade. Had the United States, in place of her three sailing vessels, the number of steamers and sailing cruisers on the Coast with treaty stipulations for co-operation, that France now has, and which it is believed she intends to be continued there, (unless a portion be temporarily withdrawn on account of the Russian war,) we soon should hear no more of the American Flag being engaged in the slave trade, than we now do of the colors of England or France covering that atrocious traffic.

3d. "Investigating Committees in Parliament." Reference is made in the report of the Committee on Foreign Relations, to the examination of British Naval Officers in relation to the inefficiency of the British Squadron in the suppression of the slave trade. On this point, it may be remarked, that after a careful investigation by the committees of the House of Lords and House of Commons, and the examination of a number of officers who had served on the African Station. Great Britain became so fully convinced of the disastrous consequences that would attend the withdrawal or diminution of the African forces, that the efficiency of the squadron was increased by the addition of several small steamers better adapted to accomplish the purposes in view.

The House of Lords adopted the report of its committee, which stated—"that the past efficiency of the squadron has been greatly undervalued—that its cost has been greatly exaggerated—that with proper precautions it is not an unhealthy station," &c.

A like result would follow similar investigations in this country.

4th "Treaty stipulations—co-operation by joint cruising."

The *diminution* of the slave trade would have taken place earlier had the American Squadron cruised, (prior to 1849) agreeably to the provisions of the treaty, on the principal slaving ground south of the Equator. In proof of this view the following statement of facts is submitted.

In the month of December, 1849, the commander-in-chief of the British squadron, proceeded to Porto Praya, and informed the American Commodore, that a number of American slavers had for a long

time been on the South Coast, where for three years previously there had been no American man-of-war to seize them. The "Perry" was accordingly despatched on that service, and in a few months was followed by the "John Adams;" and within eight months, three American slavers were captured; our legal commerce, which had been annoyed by British cruisers, was protected; and our merchant vessels relieved from vexatious Custom House restrictions in the Portuguese provincial ports. This joint cruising was continued, "off and on," for a year or more; the American cruiser boarding every vessel under American colors, and the British examining her own vessels and those of the different nations with which her government was in treaty. Several French cruizers were also on the south coast. The result of these proceedings was, that the slave trade, not only in American, but also in other vessels, languished, in fact, became almost extinct. This may be seen from the following extracts of a letter, by Sir George Jackson—the British Commissioner, dated Loanda, 7th May, 1851.

"During the four years preceding your arrival, (March 1850) I did not see, and scarcely heard of a single American officer on this station. The Marion and Boxer did indeed, if I recollect right, anchor once or twice in this harbor, but they made no stay in these parts. What was the consequence? The treaty of Washington proved almost a dead letter, as regarded one of the contracting parties. And the abuse of the American Flag became too notorious, in promoting and abetting the slave trade, to make it necessary for me to refer further to it—more particularly in addressing one who [has] witnessed that abuse when at its height.

"The zeal and activity displayed by yourself and brother officers, and the seizures which were the result of them, at once changed the face of things. The actual loss which the traffic sustained and the dread of those further losses which they anticipated on seeing the U. S. Squadron prepared to confront them at those very haunts to which they had been accustomed to repair with impunity, struck terror into these miscreants, on both sides of the Atlantic. And from the date of those very opportune captures not a vessel illicitly assuming American colors has been seen on the coast. * * *

"The effect of what I have above stated has, as you know, for some time past, shown itself very sensibly at this place: money is exceedingly scarce—slaves hardly find purchasers. Failures of men who have

hitherto figured as among the chief merchants of the city, have already occurred, and others are anticipated, and a general want of confidence prevails.

"We must not, however, allow ourselves to be deceived either by our own too sanguine expectations, or the interested representations of others. The enemy is only defeated, not subdued; on the slightest relaxation on our part, he would rally, and the work would have to be commenced *de novo*. * * * *

"In this view it is, that I cannot too forcibly insist on the absolute necessity of the continuation of our naval exertions, which, so far from being diminished, ought as far as possible, I conceive, to be still further increased, till the hideous hydra shall be finally and forever destroyed. * *

"It would not be becoming in me, in addressing an American citizen, to do more than to testify to the mischiefs occasioned by the system I have already alluded to, of granting *sea-letters*, but I should hope, upon due investigation, it would be found very practicable to deny such letters to vessels sailing to the coast of Africa, without at all interfering with the interests or freedom of licit trade."

See also in this connection a letter addressed to me by the Commander-in-Chief of the British Squadron, pp. 347 to 351, inclusive—"Africa and the American Flag."

It is evident from the above that the slave trade, as stated in the report of the committee on Foreign Relations, "was then (1848) in a state of unusual activity," was caused solely by the absence of the U. S. Squadron on the Southern Coast where the traffic was chiefly prosecuted. For when the U. S. Squadron appeared on that coast, and co-operated agreeably to the treaty stipulation with the English cruisers, the traffic was checked, and hence it is evident that in the suppression of this iniquitous commerce, here can be no effective substitute, either for the treaty of Washington, or for the presence of the African Squadron.

On this point, permit me to quote from the Official Report of Commander Lynch, which was published during the late session, by order of Congress.

"If we do not wish to be accused, and perhaps justly accused, of observing the letter and neglecting the spirit of our treaty stipulations with regard to the slave trade, we will substitute small but effective steamers for sailing vessels upon the African station. In the "John Adams," we were ten days in making the distance which could have been accomplished by a steamer in thirty-six hours.

"From the causes I have enumerated, our cruisers can visit very few places compared to the number that should be visited, and as the log-books will testify often remain long at their anchors, or make yet more lengthy passages to Madeira to recruit—a passage which under canvass alone, in the teeth of a trade wind, is often more prolonged and more wearing to the ship, than if she came directly home."

On the 17th July, 1852, Commodore Lavallette, then in command of the U. S. African Squadron, addressed a friend, thus :

"It is proposed, I understand, to withdraw the squadron from the Coast of Africa, and I believe upon the ground of the opinion that the efforts of the combined squadrons to suppress the slave trade have been a failure; that no good or important object has been effected, when on the contrary, the slave trade is completely checked and will be entirely suppressed by a continuance of a sufficient naval force on this coast. Let it be withdrawn, and I am certain that the slave trade will become as rife as ever it was, and the legitimate trade of the coast greatly injured. I trust that the squadron may not be withdrawn, but that it will be kept up, and instead of half a dozen sailing vessels being employed in this service, there may be sent to the station three or four steam vessels that will more effectually protect our commercial interests in this quarter, as well as more certainly suppress the slave trade."

Commodore Mayo, now in command of the African Squadron, writes under date of 23d December, 1853 :

"You are quite right in supposing that the withdrawal of the African Squadron would be attended with most injurious results.—Our trade on this coast would certainly be destroyed, our flag would be prostituted to the purposes of the slave trade, and the Liberian Colonies would lose the valuable influence with the presence of our ships of war exercises upon the minds of the natives."

"It is much to be deplored that the want of small steamers in our Navy deprives this squadron of the greatest modern improvement in naval equipments, for these calm seas are particularly adapted to steam navigation. I am of opinion that it is very essential that the flag ship at least, should be a steamer."

The increase of commerce, and the advancement of christian civilization, will undoubtedly, at no distant date, render a naval force for the suppression of the African slave trade unnecessary, but no power having extensive commerce ought

ever to overlook the necessity of a naval force on that coast. For in a country so near as Africa, and with which the United States is so intimately connected, the duty of preventing evil by the presence of power is imperative, otherwise, we at once jeopardize our citizens and lead the savage into crime.

5th. The report of the committee on Foreign Relations says, "the total result of the operations of our squadron during twelve years, has been the capture of fourteen vessels."

By reference to the letter of Sir George Jackson, it will be seen that the result of co-operation by joint cruising, almost entirely swept the slave trade from the coast within a single year. As the Commissioner says, "it struck terror into those miscreants on both sides of the Atlantic, and from the date of those very opportune captures, not a vessel illicitly assuming American colors has been seen on the coast." Besides this result, many Spanish, Portuguese, and Brazilian slavers were captured by the British Squadron; and many of these, had there been no union of effort between the two services, would have escaped with their cargoes of slaves under the pretense of American nationality.

6th. "Your committee think that if the American Flag be still employed in this nefarious traffic, now prohibited by every christian nation, and surreptitiously tolerated by Spain alone, the abuse can be more efficiently corrected by the employment of our cruisers in the vicinity of these Islands."

If the African Squadron were stationed off the Spanish West Indies, and were the cruisers even to capture an American slaver, "the horrors of the middle passage" must be twice endured in re-landing the slaves (at Monrovia) on the continent. But from the unsuccessful efforts of our Home, or West Indian Squadron, (which it is believed has not made a single capture, as there is no treaty there securing union of effort between American and British cruisers) it may fairly be presumed, that there is but little prospect of preventing slaves being landed in Cuba, even were a portion of the African Squadron, as suggested in the report, added to the force already in the West Indies.

On this point we quote from a report drawn up by Messrs. Charles F. Mercer and Hemphill, M. C.'s, in July, 1821. Its last sentence suggests :—"If slave ships are permitted to escape from the African Coast, and to be dispersed to different parts of the world, their capture would be rendered uncertain if not hopeless."

7th. The committee say, "The policy of stipulations of this kind may well be questioned on general grounds." But in the language of the Secretary of the Navy, in his report, December, 1842, it may be said, "The pledge given to England is but the pledge given to all nations in the treaty of Ghent, and in the general course of our policy with reference to the slave trade. We keep our faith to the civilized world on this interesting point, by simply preserving our own consistency, and rendering due protection to the interests of our people."

In the year 1852, an American captain, then demanding of his employers a certain amount of "hush money," stated to an American officer, that, not only American vessels had been extensively engaged in the slave trade, but American merchants in New York and elsewhere, had embarked a large amount of capital in the traffic. This statement was corroborated by papers then in possession of the American captain; and has been rendered certain by the disclosures on the trial of the captain of the slaver *Julia Moulton* recently convicted in New York for having been engaged in the slave trade. Surely, the United States, whose vessels and flag have been more extensively employed in the slave traffic, than those either of England or France, ought not to be the first power to propose the abrogation of the treaty for its suppression.

A great country like this should take no step backward in the holy cause of benevolence. If we abrogate the treaty it will militate against American commercial interests, and lead to the revival of a traffic, from which humanity turns with horror. Shall the United States whose flag has covered more slavers than those of England or France combined, be the first to abandon the treaty stipulation, and thus play a feeble if not a false part in the cause of humanity? When the co-operating forces with the aid of Liberia have swept the slave trade from more than one-half the stations, and when not more than six or eight years to come of vigilant cruising are required to expel the traffic from Senegal north, to Beuguela south—the whole line of slave coast,—will this nation be so untrue to its commercial interests, to the vindication of its prostituted flag, and to the cause of suffering humanity, as to abrogate a treaty, under which alone, the most atrocious traffic the world has ever seen, can be extirpated? No! When this subject is at all understood, as it only can be fully from the results of cruising on the African coast, it is believed, that not a member of the Committee on Foreign Relations

in either House of Congress, nor a member of either branch of the government, can hesitate for a moment in sustaining the treaty, and providing the necessary means for the speedy accomplishment of its object.

Permit me here to quote from the able report of the Secretary of the Navy presented to Congress at the last session. That document says:

"The opinion has heretofore been frequently expressed, that there is no necessity for a squadron of so many guns on the Coast of Africa, and that notice should be given to Great Britain under the terms of the treaty, in regard to the suppression of the slave trade; so as to be relieved from its obligations. The commerce on that coast has, of late years, increased so greatly; and American ships trading in that region have multiplied so much, that I am satisfied the squadron is needed, and is very effective in protecting our citizens, as well as suppressing the slave trade."

I have thus attempted to show that, the Clayton bill, preventing the issuing of *sea-letters* to vessels bound to the African coast ought to become a law. I have also attempted to show in a review of the report of the Committee on Foreign Relations proposing to abrogate the 8th article of the treaty of Washington, that such a measure would be fraught with the most direful results. And for reasons assigned, I am clearly of the opinion, that all that is necessary to give permanency to the suppression of the slave trade, at those points where it has a ready been suppressed, and to extirpate this commerce on the whole line of the slave coast, will be the continuation of the squadrons, under treaty stipulations, for a few years to come. By these means, the natives of Africa who have heretofore been engaged almost exclusively in the slave trade, will have time to become interested in the trade of the natural products of the country; and when they have tested the superior advantages of this, they will find very little disposition to revert to the trade in their fellow men. But if either the United States, or Great Britain, were now to withdraw their squadron, the vessels of that nation, without a squadron, would at once revive the iniquitous traffic in all its horrors.

Considering that we have had no steamers on that coast, and but few sailing cruisers, our squadron has been efficient in fulfilling its duties. Its appearance alone had great influence. It showed a determination in our government to share in the naval charge of these vast seas and shores. Our country thus became present, as it

were, in power to repress, and if needs be, by punishment to avenge outrages on our citizens or their property. The squadron has protected our legal commerce, which is more extensive on the south coast, than that of England or France; it has checked by important captures, and still more by its presence, the desecration of our flag; and has had an essential agency in removing the guilt of the slave trade from the world. If, therefore, the Government is in earnest in its declared determination to suppress the slave trade in American vessels; if it means to afford protection to the rapidly increasing legitimate trade between the two countries; and if it looks favorably on the cause of christian civilization and African colonization on that vast continent, it will not listen to the proposition to abrogate any article of the Webster Ashburton treaty, nor to withdraw or reduce the African squadron, except it be in the number of guns specified in the treaty.

But on the contrary, it will increase the efficiency of that force by the addition of several small steamers, as being better adapted for the suppression of the slave traffic, and for the protection of our valuable commerce, than the mere sailing vessels now composing the squadron. Finally:—We cannot believe that the people of the United States are unwilling to sustain an effective squadron on the African coast, while France and England have each well appointed fleets in that region;—especially when it is understood how extensively the slave trade has been prosecuted in American vessels. Under these circumstances, we certainly ought not to leave the work of exterminating that infamous traffic wholly to other powers: when, with the Clayton prohibition of *Consular Sea-letters* superadded to the *African Squadron* and the *Ashburton Treaty*, we may bear a glorious part in its speedy and permanent suppression.

The McDonogh Estate.

A communication to the City Council from Wm S. Peterkin, one of the agents of the city of Baltimore of the McDonogh estate, dated New Orleans, March 9th, 1855, contains some valuable information. Mr Peterkin says, on the 2d instant he handed to Mr. Emery his commission, and, in conjunction with the New Orleans commissioners, have come to an organization, and formally notified the executors of the McDonogh estate that they are ready to take charge of their trust. "From the personal intercourse I have had with the executors, they appear to have no disposition to retain possession, and will, no doubt, surrender the effects so soon as they are authorized to do so. Mr. Brantz Mayer has not yet arrived, and Mr. Emery and myself will not act upon any important measure until he comes. I beg to hand you enclosed a copy of the opposition or injunction of Mr. Thomas J. Durant, attorney of the absent heirs of John McDonogh, as he styles himself. I cannot learn why Mr. Durant has assumed this position, or that he has in any manner been retained by parties calling themselves the heirs of Mr. McDonogh. It will be the duty of the agents or executors to get rid of these proceedings as soon as possible. I annex an abstract of five administration accounts furnished by the executors since the decease of Mr. McDonogh, the last dated 25th November, 1854.

"The expenses of counsels' fees, executors' commissions, &c., have, no doubt, been considerable; and those, in addition

to the debts of the deceased, serve to form the item of payments and disbursements. In my investigations regarding the estate, I have been materially aided by Robert Mott, Esq., formerly of Baltimore, counsellor at law, but now practising here.—Although the two cities are co-legatees of Mr. McDonogh, I hardly think their interests will be made entirely identical, and I would strongly recommend the retention of good counsel on behalf of the city of Baltimore. The councils of that city should, at least, make some appropriation for necessary expenses incurred by their representatives in getting possession of this property, and for any legal advice and action necessary in regard to it; and, I doubt not, they will see the expediency of passing an ordinance to that effect."

Abstract from Executor's Accounts with the Estate of John McDonogh.

		Total Receipts. Disbursements.	
1st acc't,	29. Oct.,	\$51,887.98	73 859,831 25
2d do.	3 Nov.,	52,257.58	53 252,486 83
3d do.	3 do.	53,85.75	64 81,110 30
4th do.	3 May,	54,39.46	94 40,294 87
5th do.	25 Nov.	54,39.61	60 57,408 13

Receipts - - - \$510,400 24 \$491,131 38
Payments - - - 491,131 38

Balance with Executors \$19,268 86

The Legislature of Louisiana, the New Orleans Delta states, has passed a bill allowing the property bequeathed to the cities of New Orleans and Baltimore to be divided. Such consent on the part of the State of Louisiana, followed up by a like consent

on the part of the State of Maryland, will, in the opinion of the Delta, enable the legatees to dispose of the property in some practical and beneficial manner.

A letter to the Mayor from William S. Peterkin, one of the agents of the city of Baltimore in the McDonogh estate, dated at New Orleans, the 16th of March, ult., says:

"I enclose you herein copy of resolutions of the executors of John McDonogh, at a meeting held by them on the 13th inst., in reference to a notification from the commissioners and agents of the two cities, the purport of which I informed you of in my last. These resolutions evince a prompt disposition to hand over the estate the moment the executors are legally authorised to do so, and I wait the arrival of my colleague, Mr. Brantz Mayer, before proposing such action in the premises as the nature of the case may require.

"The obstacle, and the only one I presume, to the transfer of the estate by the executors, is in the injunction on the part of Mr. Durant; our first object being now, if possible, to get rid of this."

Extract from the minutes of a meeting of the testamentary executors of the estate of John McDonogh, held on Tuesday, the 13th day of March, 1855

Resolved, That in compliance with the request of the commissioners and agents

of the 'general estate of John McDonogh,' contained in their resolution of the 7th of March instant, we, the executors of the last will and testament of the testator, are now ready and prepared to deliver all the property, money, notes and assets of every description, to said commissioners and agents, in conformity with the direction of the will of the testator, as soon as their capacity and powers shall be recognised in the Fifth District Court, and an order authorising the delivery shall have been granted by said court; and it is further

Resolved, That we hereby consent that said order and authority be given by said court, as we are satisfied that the powers of said commissioners and agents are in due form, and they are entitled to assume the administration of the estate without delay, and that our attorney be and he is hereby instructed to enter said consent of record, and pray the court to grant the authority to the commissioners and agents to take possession of the estate, and to permit us to deliver the estate to them; and it is further

Resolved, That we forthwith file our final account, and ask to be discharged from our trust; and it is further

Resolved, That a copy of these resolutions be transmitted to the commissioners and agents, and also to our attorney."

Death of African Travellers.

At the last meeting of the English Geographical Society, the Earl of Sheffield in the chair, a letter from the Foreign Office, announcing the death of Dr. Barth, the distinguished traveller in Central Africa, and Mr. Henry Warrington, was read:—"I am directed by the Earl of Clarendon to transmit to you, to be laid before the President and Council of the Royal Geographical Society, copies of two despatches from Major Hermon, her Majesty's Consul at Tripoli, dated respectively the 24th of October and 6th of November; the former reporting that accounts had reached Dr. Vogel of the death of Dr. Barth, from sources which have but a faint hope that the melancholy intelligence will not prove

true; the latter reporting the death of Mr. Henry Warrington, who had accompanied Dr. Vogel's expedition as far as Kuka, and was on his return to that place.—*E. Hammond.*"

Dr. Barth died at Meroda, about one hundred miles east north east of Sakatu. Mr. Henry Warrington died at the Well El Dibla, some hundred miles to the south of Bilma, while returning with the Caravan to Tripoli.

The death of Dr. Barth is a great loss to science and humanity. Dr. Vogel intended, on the 20th of July, to set out for the Tchadda river, and from thence to return to Kuka.

Collections for the Vermont Colonization Society.

From the 14th of March to the 3d of April, 1855.

By Rev. Wm. Mitchell:
Jericho Centre—Rev. J. Peirce, \$1,
J. Lyman, 50 cents..... 1 50

Underhill—Collection in 1st
Church and Society, \$14 23,
Luther Brown, Mrs. A. Bost-

wick, J. C. Bradley, A. P. Morris, each 50 cents.....	16 23	Mead, D. Morgan, M. Bogue, R. R. Meade, A. J. Mead, Charles She'don, J. L. Gilmore, Mrs. L. Watkins, Wait Chatterton, Horatio Mead, Joel Mead, each \$1; E. G. Chatterton, 75 cents, J. N. Bailey, L. Goodrich, J. Pratt, Cash, E. Ward, W. W. Sason, each 50 cents, Mrs. L. Hall, 25 cents,	31 00
<i>New Hare</i> —Rev. S. Hurbut, Rev. O. S. Hoyt, L. Meacham, each \$1; Wait Squier, 50 cents, A. B. Adams, 25 cents.....	3 75	Aggregate amount.....	52 48
<i>West Rutland</i> —Wm. F. Barnes, \$5, William Gilmore, \$3, Friend, Mrs. C. Slason, B. F. Blanchard, each \$2; Rev. A. Walker, J. Proctor, Mrs. A.			

Receipts of the American Colonization Society.

From the 20th of March to the 20th of April, 1855.

MAINE.

<i>Bath</i> —Freeman Clark, \$100,—\$90 of which to constitute himself, Zina Hyde, and Rev. J. W. Ellingwood, D. D., life members of the American Colonization Society. Bath Colonization Society, \$13, by Freeman Clark, Esq., Treasurer..	113 00
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NEW HAMPSHIRE.

<i>Hollis</i> —From members of the Association for aiding the Colony of Liberia, viz: Leonard Jewett, Benjamin Whiting, Edward Emerson, each \$10; J. T. Wright, Miss Mary S. Farley, each \$5; Rev. P. B. Day, Noah Farley, each \$3; Dr. Willoby, Dr. Boynton, Cyrus Burge, each \$2; Reuben Baldwin, Minot Farley, each \$1, by Edward Emerson, Esq., Treasurer.....	54 00
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By Rev. Dennis Powers:— <i>Concord</i> —From Rev. J. C. Fletcher, collected in November, 1854.....	31 50
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<i>West Boscawen</i> —Collections.....	25 00
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<i>Derry</i> —Collections in 1st Church, \$14 20; collection in 2d Church, \$26 25.....	40 45
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<i>Milford</i> —Gihnan Wheeler, Moses French, G. W. Burns, Mrs. G. W. Burns, Miss Hannah P. Ramsdale, Spencer Guild, Jacob Fuller, each \$5; Humphrey Moore, \$2; E. G. Newton, C. R. Wallace, W. P. Buell, Abram Fifield, Thomas W. Question, W. W. Brown, each \$1; Dr. Eldredge, G. W. Bosworth, and H. W. Bird, each 50 cents.....	44 50
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<i>Dover</i> —Collection in Rev. B. F. Parson's Society.....	24 50
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<i>Merrimack</i> —Robert McGaw, to constitute himself a life	
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member of the American Colonization Society.....	30 00
	249 95

MASSACHUSETTS.

<i>Methuen</i> —John Davis.....	3 00
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<i>Newton</i> —Mrs. Dr. Eldridge....	5 00
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<i>Newburyport</i> —Part of legacy left the Am. Col. Soc. by the late Wm. B. Banister, of Newburyport.....	400 00
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By Capt. George Barker:— <i>Newburyport</i> —Capt. Micajah Lunt, \$20; Edward S. Rand, balance for life membership Am. Col. Soc., \$10, and donation, \$10; Wm. Cushing, balance for life membership Am. Col. Soc., of Mrs. Sarah M. S. Cushing, \$20; Joshua Hale, first payment for life membership, Mrs. M. L. Hale, first payment for life membership, each \$5; Mrs. March, \$2; Mrs. Little, \$1 50; Miss Mary Hale, James Webster, each \$1; cash 50 cents.....	76 00
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<i>Haiverhill</i> —Samuel Chase, \$5, second payment for life membership Am. Col. Soc.; Mrs. Kelly, \$5; W. R. Whittier, M. D. George, Mrs. E. C. Ames, Hon. J. H. Duncan, each \$3; Laburton Johnson, \$2; Leonard Whittier, Luther Johnson, each \$1; cash 50 cts.	26 50
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510 50

RHODE ISLAND.

<i>Bristol</i> —Collection in the Presbyterian Church, by Rev. Thomas Shepard, Pastor.....	12 00
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By Capt. George Barker:— <i>Providence</i> —Z. Allen, \$5; Wm. Andrews, \$4; Benjamin White, \$3; Mrs. J. H. Reed, \$1.....	13 00
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25 00

CONNECTICUT.

By Rev. John Orcutt:—

Hartford—Thomas S. Williams, \$50; Calvin Day, \$10; James Goodwin, W. W. House, Chester Adams, H. and W. Keney, G. W. Moore, Foster & Co., J. Dixon, J. W. Bull, W. L. Storrs, each \$5; J. F. Morris, H. R. Mills, T. Wadsworth, C. Boswell, E. A. Bulkeley, each \$3; R. S. Seyms, Thomas Skinner, George B. Bissell, L. F. Robinson, J. H. Triambull, each \$2; P. Jewett, Ely, J. Langdon, E. A. Taft, George Corning, W. Harris, A. Saunders, A. P. Peuns, Katzenberg & Co., Kohn & Manglebaum, W. M. Judd, J. H. Goodwin, G. P. Davis, A. D. Eason, R. M. Burdick, Lott, Goldschmidt & Co., Bomberger & Rosenbaltt, N. J. Brackett, J. M. B. McNary, S. P. Kendall, Charles L. Lincoln, C. M. Talbot, each \$1; cash 50 cents; G. Fox, 25 cents..... 152 75

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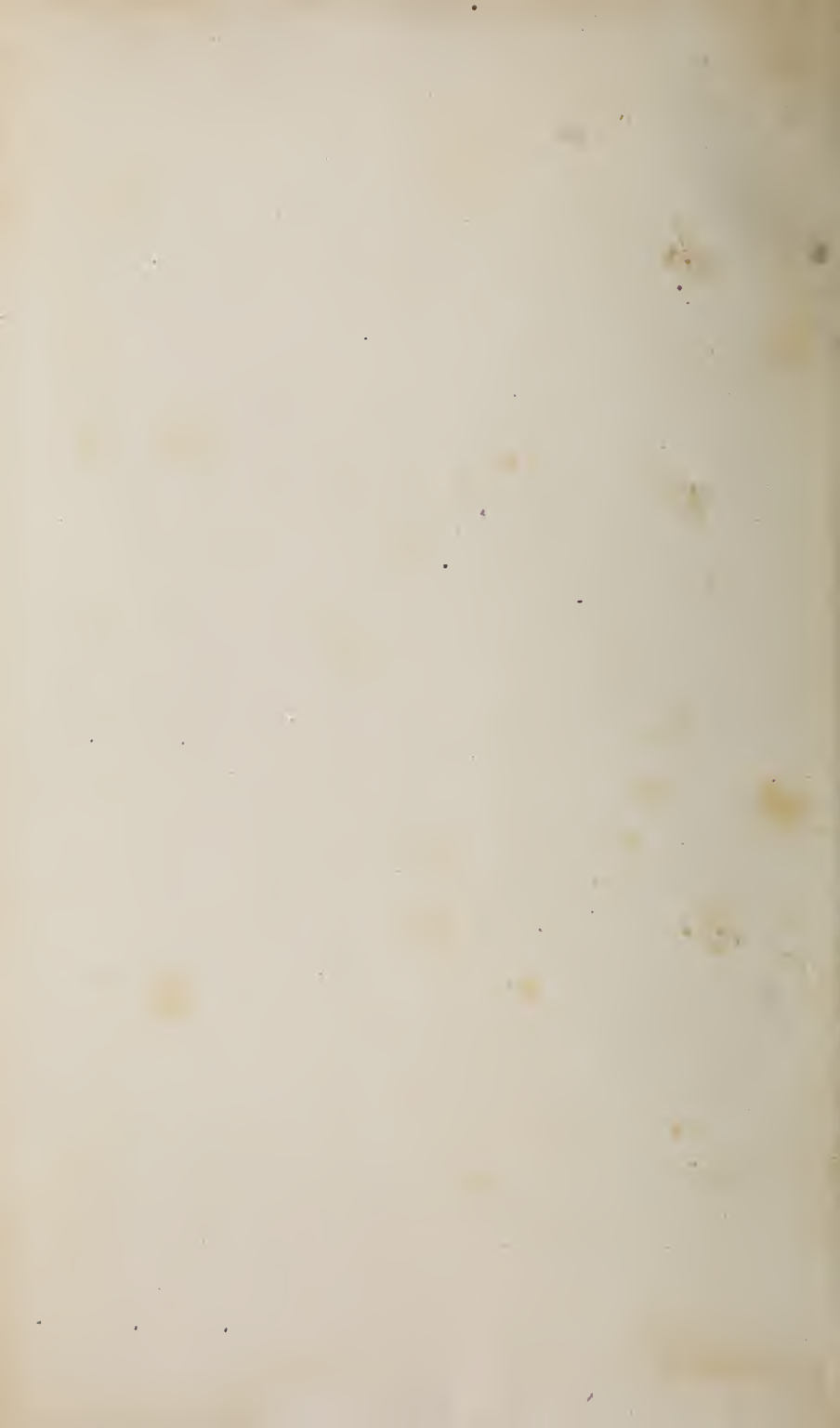
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son. <i>Rockport</i> —Dea. J. R. Gott, \$6, to January, 1856. <i>Richmond</i> —Levi Bebee, \$3, to January, 1856. <i>Leominster</i> —Mrs. Martha S. Hubbard, \$2, to April, 1855. <i>Medway</i> —Mrs. A. M. Fidler, \$3, to July, 1855.— <i>Dorchester</i> —Rev. J. H. Means, \$2, to July, 1855. <i>Reading</i> —Wm. Balch, \$2, to October, 1855.....	151 00	
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